5C. Transit System Plan

connecting REDMOND

Transportation Master Plan

Figure 5C.1 Sound Transit 545 provides an important regional connection from Redmond to downtown Seattle.

Contents of this Chapter

This chapter of the Transportation Master Plan discusses the local and regional transit system in Redmond. Topics discussed include:

Introduction

Importance of Public Transportation

Public transportation plays an important economic and social role in the city of Redmond. Everyday employees, students, seniors, and teens rely on public transportation for daily trips. A common misconception is that transit riders do not have access to an automobile or have a revoked license. Although this is true of some riders, most riders use transit for convenience, environmental concerns, or cost savings.

Public transportation is an economic engine. The American Public Transit Association has shown that every $1 invested in public transit projects returns $6 in local economic activity. Likewise, drivers, route supervisors, mechanics, maintenance crews, and local commerce rely on the "business" of public transportation as a source of income.

Public transportation mitigates traffic. Transportation Demand Management efforts on the state, county and local level are effectively using transit to mitigate single occupancy vehicle (SOV) trips in Redmond and the Puget Sound Region. Buses, ferries, and rail services remove personal vehicles from congested roadways. Redmond citizens have indicated transit as a high priority in future transportation solutions.

Existing Transit Services

King County Metro and Sound Transit are the public transit providers in the City of Redmond. Metro offers fixed route and demand responsive bus services to local and regional destinations in King County. Sound Transit offers express regional bus service to urban centers in the Puget Sound region.

❶ Local

Metro operates seven routes that qualify as local service. They are considered local service because they offer connection to major destinations in Redmond and only stop in one adjacent municipality. Metro's route structure on the eastside of Seattle has very few "true" local routes. A "true" local route would only have stops in Redmond and offer connections every few blocks. Metro currently has very few routes that meet this criterion because they operate in a large service area with few local stops. Sound Transit has two regional routes that serve as local routes between downtown activity centers and the Southeast and Overlake Transit Center activity centers.

❷ Regional

Metro also operates twelve routes that provide service to regional destinations in the Puget Sound Region. The majority of service Metro operates on the eastside of Seattle serves this purpose. The routes that fall into this category connect Redmond to at least two other municipalities, while offering local service to popular destinations in Redmond.

❸ Express Regional

Metro and Sound Transit provide express regional transit service. This service offers direct connection to urban centers, town centers, and other destinations in the Puget Sound Region. Urban Centers and Town Centers are defined by the Puget Sound Regional Council and have policy implications in the Regional Transit Plan (Sound Move). The centers have specific land use policies that support transit use and implement regional growth strategies. Routes in the express category connect Redmond with at least one other urban/town center before connecting with Seattle.

Urban center connections

- Totem Lake
- Downtown Bellevue
- Downtown Seattle
- Seattle University Community

Town center connections

- Downtown Kirkland

Local Routes
(Route has multiple stops in Redmond and connects to 1 nearby city)

2004 Routes	Origin	Destination	Redmond Park and Ride*	Peak Frequency (minutes)	Weekend Service
220	Redmond	Bellevue	1	30	N
233	Redmond	Bellevue	3 and 4	30	Y
249	Redmond	Bellevue	2	30	Y
253	Redmond	Bellevue	1 and 4	30	Y
254	Redmond	Kirkland	1	40	Y
269	Redmond	Issaquah	3 and 4	60	N
291	Redmond	Kirkland	1	30	N

Shaded rows indicate routes that operate during the am and pm peak hour only.
*1=Downtown Redmond 2= Overlake Park and Ride 3= Overlake Transit Center 4= Bear Creek

Figure 5C.2 Local transit routed detail

Figure 5C.3 Metro provides local service in Redmond and connects to regional destinations while Sound Transit provides express connection to regional destinations.

Regional Routes
(Route has multiple stops in Redmond and connects 2 or more nearby cities)

2004 Routes	Origin	Destinations	Redmond Park and Ride*	Peak Frequency (minutes)	Weekend Service	One Way Service	Two Way Service
216	Redmond	Sammamish Issaquah	4	30	N	✓	
222	Redmond	Sammamish Issaquah Bellevue	2 and 3	30	Y		✓
225	Redmond	Bellevue Seattle	3	45	N	✓	
229	Redmond	Bellevue Seattle	3	45	N	✓	
230	Redmond	Bellevue Kirkland	1 and 3	30	Y		✓
232	Duvall	Woodinville Redmond Bellevue	1	20	N		✓
238	Woodinville	Redmond Kirkland	None	30	Y		✓
245	Kirkland	Redmond Bellevue	3	30	Y		✓
247	Redmond	Bellevue Renton Kent	2	30	N	✓	
251	Bothell	Woodinville Redmond Kirkland	1 and 4	60	Y		✓
922	Seattle	Redmond Carnation	1 and 4	2 trips	N		✓
929	Redmond	Carnation Fall City	1 and 4	5 trips	N		✓

*1=Downtown Redmond 2= Overlake Park and Ride 3= Overlake Transit Center 4= Bear Creek

Figure 5C.4 Regional transit route detail

Regional Express Routes
(Route has limited stops in Redmond and serves Seattle)

2004 Routes	Origin	Destination	Redmond Park and Ride*	Peak Frequency (minutes)	Weekend Service	One Way Service	Two Way Service
242	Redmond	Seattle	2	30	N	✓	
250	Redmond	Seattle	2	30	N	✓	
256	Redmond	Seattle	3	30	N	✓	
261	Redmond	Seattle	1 and 4	20	N	✓	
265	Redmond	Seattle	1	20	N	✓	
266	Redmond	Seattle	1 and 4	20	N	✓	
268	Redmond	Seattle	4	30	N	✓	
540	Redmond	Seattle	1 and 4	30	Y		✓
545	Redmond	Seattle	1 and 4	15	Y		✓

Shaded rows indicate routes that operate during the am and pm peak hour only.
*1=Downtown Redmond 2= Overlake Park and Ride 3= Overlake Transit Center 4= Bear Creek

Figure 5C.5 Regional express transit routes detail

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Redmond Transit Routes

Figure 5C.6

To Bothell

To Woodinville

To Fall City

To Kirkland

To Kirkland

Downtown Redmond P&R

Bear Creek P&R

Overlake Transit Center

To Sammamish & Issaquah

Overlake P&R

To Seattle & Bellevue

To Bellevue

To Bellevue

To Bellevue\Factoria\Renton

Local
220, 233, 249, 253, 254, 269, 291

Regional
216, 222, 225, 229, 230, 232, 233, 245, 247,,251, 922, 929

Regional Express
242, 250, 256, 261, 265, 266, 268, 540, 545

N

Connecting Redmond Locally

❶ THE NEED FOR LOCAL CONNECTIONS

Meetings conducted with the public as part of this plan and previous projects highlight the importance of time competitive transit connections within Redmond. The term "time competitive" is used because some trips are possible today, but they require multiple uncoordinated time transfers. Because the existing structure of local routes does not provide a direct connection to popular destinations in Redmond, some people are not choosing to use transit (although lack of a direct connection is not the only factor people use to ride transit). Others who do use transit are riding circitious routes.

Redmond residents, who use transit to connect popular destinations, are well versed in the time it takes to complete cross-town trips. In discussions with those who use the local system on a regular basis, most choose to ride because the local route schedules fit their travel needs. They choose to ride current routes, even with the time penalty, for a variety of financial, social and environmental reasons.

The City of Redmond Comprehensive Plan identifies the need for better internal transit service. Since the adoption of the plan, Metro has increased service levels on Redmond routes. However, a strategic approach to new service hours or service hour reallocation has not been developed.

A strategic approach to service levels is an emerging need that will be paramount in the next 20 years. The demand for better connections will continue to grow as the aging Redmond population becomes more dependent on transit and development patterns produce more transit-friendly land use.

❷ IDENTIFYING LOCAL CONNECTIONS

The major activity centers in Redmond were identified by the public and mapped in relationship to Redmond's Transportation Management Districts (TMD). A corresponding matrix (Figure 5C.8) shows the actual travel time on a bus (from stop to stop) between the activity centers as of 2004. The activity centers are organized in order of importance to show where critical connections are missing. The matrix will provide a blueprint to make judgments on service reallocation.

The transit objectives for local connections are listed in Chapter 4.

❸ STRATEGY FOR LOCAL CONNECTIONS

Redmond will continue to build a relationship with Metro to plan local transit service. The relationship between Redmond and Metro's operations staff is becoming stronger. Both are committed to meeting local ridership goals. The partnership has been successful in allocating new service hours and adjusting existing service to meet the needs of riders. Using the context of this plan the two groups will continue to work together and build ridership in Redmond. Meetings with Metro service planners on local route details will continue.

As requested by the public, the partnership will focus on travel between activity centers in Redmond. The major hurdle to creating "true" local connections is the interconnected route structure on the eastside of Seattle. Because most of the local routes connect to other communities, the partnership will need to identify opportunities to create "true" local routes and redirect existing local service. The partnership will identify opportunities to restructure local routes to increase frequency to key activity centers. Opportunities for timed transfers (less than 3 minutes) between routes will be explored, and a marketing plan and image for Redmond routes will be developed.

When possible, route restructuring and service additions will focus service in multimodal corridors. As part of this plan Redmond will implement a multimodal approach to roadway planning. The approach will offer flexibility in specific travel corridors for transit, bikes and pedestrians. When possible, routes that connect activity centers should use the multimodal corridors. In some cases transit routing may not be limited to multimodal corridors.

- Redeploy local service between activity centers to multimodal corridors.
- After moving routes to multimodal corridors, provide for bus shelters, bicycle parking and other appropriate supportive infrastructure and use TDM techniques to build ridership from neighborhoods along the multimodal corridors.

As additional funding for new transit service becomes available, Redmond will work with its transit partners to ensure that a fair share of these new transit hours are allocated to ensure connections between multimodal corridors and residences/employment sites. This will enable residents and employees commuting into Redmond to more effectively access transit services provided along multimodal corridors.

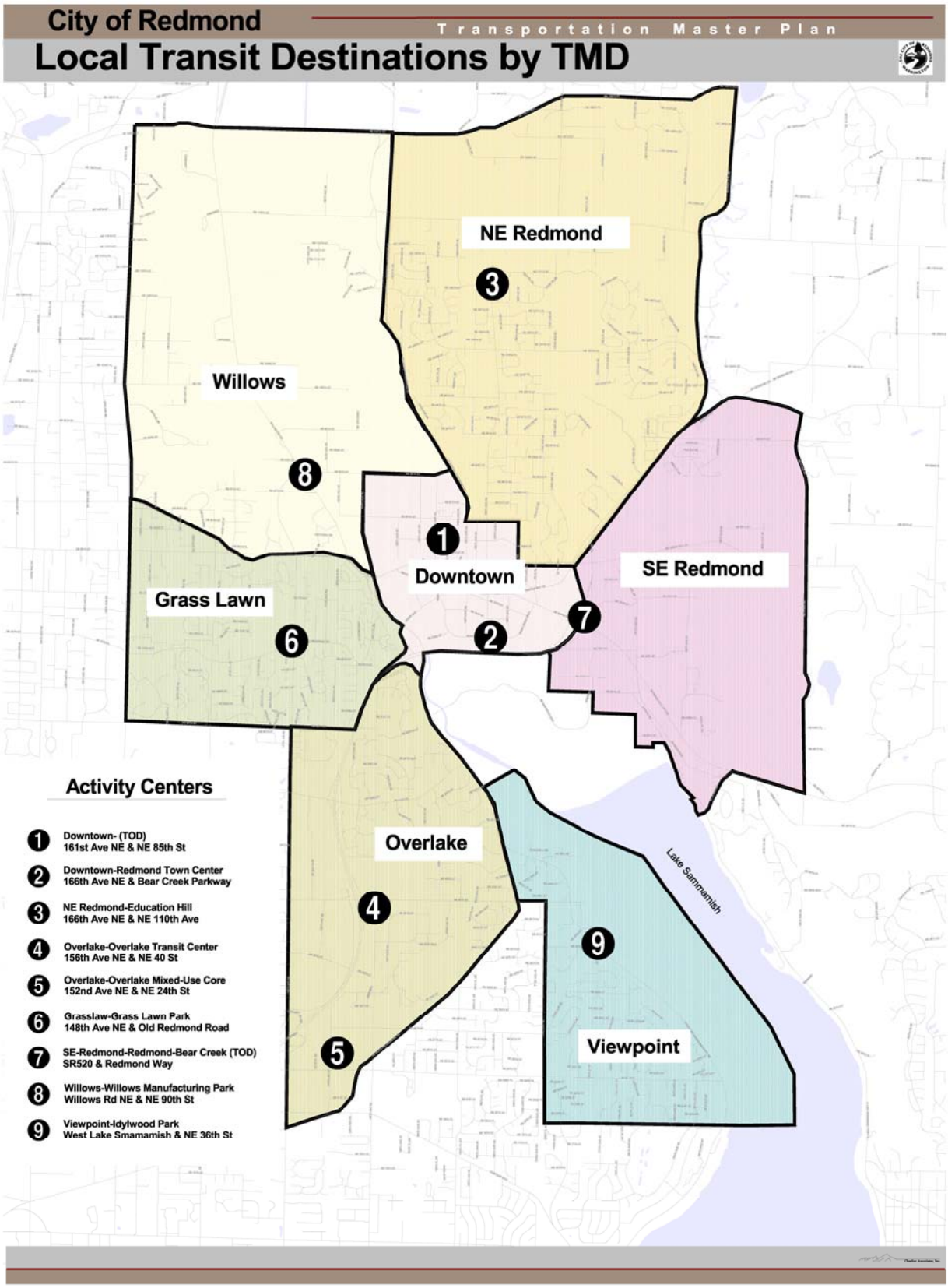

Figure 5C.7: Local transit destination by TMD

Direct Transit Connections Between Transportation Management Districts: LOS Standards and Current Conditions (Winter 2004-05)

Origin \ Destination	1. Downtown (Town Square)	2. Downtown (Redmond Town Center)	3. NE Redmond (NE 110th ST. & 166th Ave NE)	4. Overlake (Transit Center)	5. Overlake Commercial Core	6. Grass Lawn (Grass Lawn Park & 148th AVE NE)	7. SE Redmond (Bear Creek Park and Ride)	8. Willows (Willows Rd NE & NE 90th AVE)	9. Viewpoint (Idylwood Park & West Lake Sammamish Pkwy NE)
1. Downtown (Town Square)		*****	**17 min (1/2 hour) 254**	**13 min (1/4 hour, 1/2 hour) ST545, 232**	**22 min (1/2 hour) 249& 250 & 253**	**10 min (1/2 hour, 1 hour) 220 & 253 & 265& 266, 251**	**10 min (1/4 hour, 1/2 hour, 1 hour) ST545, 253 & 266 & ST540, 251**	**20 min (1/2 hour) 291**	**12 min (1/2 hour) 249 & 250**
		*	19 min (1 hour) 254	11 min (1/2 hour)ST 545 & 230	22 min (1/2 hour, 1 hour) 253 & 249	10 min (1/2 hour, 1 hour) 253, 220 & 251	10 min (1/2 hour, 1 hour) ST545 & ST540 & 253, 251	*	12 min (1 hour) 249
2. Downtown (Redmond Town Center)	*****		*****	*****	*****	*****	*****	**25 min (1/2 hour) 291**	*****
	*****		*****	*****	*****	*****	*****	*****	*****
3. NE Redmond	**17 min (½ hour) 254**	*****		*****	*****	*****	*****	*****	*****
	17 min (1 hour) 254	*****		*****	*****	*****	*****	*****	*****
4. Overlake TC	**11 min (1/4 hour, 1/2 hour) ST545, 230 & 232**	*****	*****		**8 min (1/2 hour) 222 & 242 & 247 & 269**	**5 min (1/2 hour) 245**	**10 min (1/4 hour, 1/2 hour) ST545, 233**	*****	*****
	11 min (1/2 hour) 230	*****	*****		8 min (1/2 hour) 222	5 min (1/2 hour) 245	12 min (1/2 hour) 233	*****	*****
5. Overlake CC	**22 min (1/2 hour) 249 & 250 & 253**	*****	*****	**8 min (1/2 hour, 1hour) 222 & 242 & 247 & 269**		**12 min (1/2 hour) 253**	**30 min (1/2 hour) 253 & 269**	*****	**11 min (1/2 hour) 249 & 250**
	22 min (1/2 hour, 1 hour) 253 & 249	*****	*****	8 min (1/2 hour) 222		12 min (1/2 hour) 253	30 min (1/2 hour) 253	*****	11 min (1 hour) 249
6. Grass Lawn	10 min (1/2 hour) 220 & 251 & 253 & 265 & 266	*****	*****	**7 min (1/2 hour) 245**	**11 min (1/2 hour) 253**		**15 min (1/2 hour, 1hour) 253 & 266, 251**	*****	*****
	10 min (1/2 hour) 220 & 251 & 253	*****	*****	7 min (1/2 hour) 245	7 min (1/2 hour) 253		15 min (1/2 hour, 1hour) 253, 251	*****	*****
7. SE Redmond	**10 min (1/4 hour, 1/2 hour, 1 hour) ST545, 253 & 266 & ST540, 251**	*****	*****	**10 min (1/4 hour, 1/2 hour, 1 hour) 545, 233 & 268,269**	**30 min (1/2 hour, 1 hour) 253 & 269**	**15 min (1/2 hour, 1hour) 253 & 266, 251**		*****	*****
	10 min (1/2 hour, 1 hour) ST545, &ST540 & 253, 251	*****	*****	12 min (1/2 hour) ST 545 & 233	30 min (1/2 hour) 253	15 min (1/2 hour, 1hour) 253, 251		*****	*****
8. Willows	**20 min (1/2 hour) 291**	**20 min (1/2 hour) 291**	*****	*****	*****	*****	*****		*****
	*****	*****	*****	*****	*****	*****	*****		*****
9. Viewpoint	**12 min (1/2 hour) 249, 250**	*****	*****	*****	**10 min (1/2 hour) 249 & 250**	*****	*****	*****	
	12 min (1 hour) 249	*****	*****	*****	10 min (1 hour) 249	*****	*****	*****	

Local Transit LOS Standards

PC - Priority Corridor

Peak Hour frequency of service< 15 min
Direct route, expedited travel time
All day service

MS - Maintain Service Level

Maintain at least today's level of service.

N- No Direct Connection

No direct local route connection

Existing Conditions

PEAK	**Peak Travel Time (Peak Frequency) Peak Routes**
Non-Peak	Non-Peak Travel Time (Non-Peak Frequency) Non-Peak Routes

ST= Sound Transit Route
***** **=** No service offered

Figure 5C.8 Peak and non peak travel times and service frequency between Local Transit Destinations

Connecting Redmond Regionally

❶ THE NEED FOR REGIONAL CONNECTIONS

Regional transit connections between activity centers in the Puget Sound Region and Redmond will meet a variety of transportation objectives. In the last decade, Redmond became a center for employment without a counter balancing increase in housing. The imbalance has resulted in substantial traffic growth on regional and local roadways in and around Redmond. Redmond residents also travel more often and also contribute to the growth in roadway traffic. Similar trends have played out in neighboring communities and show that connecting regional activity centers with transit would also address a myriad of local planning objectives.

Activity centers throughout the Puget Sound Region are a major draw for Redmond residents. When working with the public to determine regional destinations, many identified the cultural, entertainment, and sporting events in Bellevue, Kirkland, and Seattle. Likewise, Redmond attracts non-residents to destinations such as Marymoor Park, Redmond Town Center, and the Sammamish River Trail. Redmond also is a major employment center in the region and draws many workers from surrounding communities.

Each of the activity centers would benefit from a reliable, high-quality and frequent regional transit connection. Such a connection would benefit a wide range of users traveling between regional centers for a wide range of purposes. Enhanced transit service between the destinations will also make it feasible to better serve existing riders while encouraging new riders to use the system. New connections will not eliminate automobile access, but allow transit to become a more competitive means of regional travel.

❷ CURRENT PLANNING EFFORTS

Metro and Sound Transit have developed plans to provide regional transit service in the Puget Sound Region. Their plans follow the goals and objectives established in the Puget Sound Regional Council's regional transportation plan. The regional transportation plan is working under the statewide Growth Management Act and federal transportation policies established in TEA-21, the Transportation Equity Act for the 21st century. The charts to the right illustrate the hierarchy of the plans.

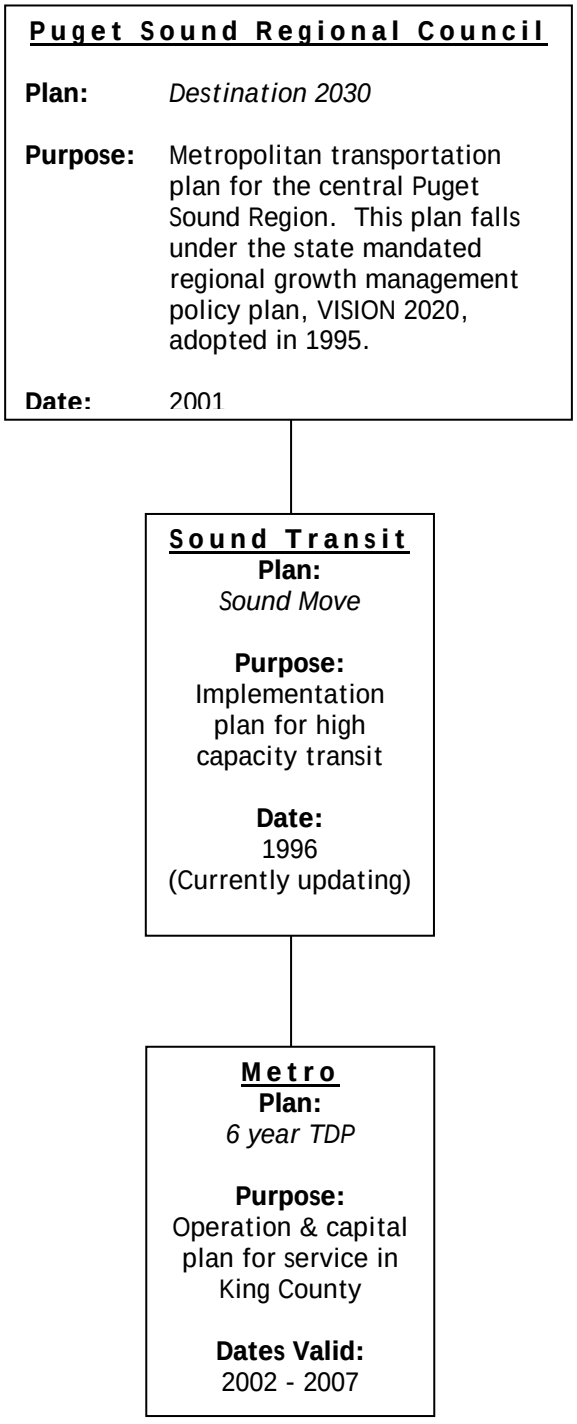

Figure 5C.9 Regional transit plans in the Puget Sound Region

DESTINATION 2030
Regional Local Personal

Plan Goals:
"Destination 2030 is a transportation action plan for the next 30 years of growth in King, Pierce, Snohomish and Kitsap counties, the central Puget Sound region of Washington state. The plan addresses traffic congestion and making it easier to move between home and work, school, shopping, and recreation."

Action Items:
- Invest in roads, transit service, traffic management and improved linkages between land use and transportation.
- 2,200 specific projects to improve roads, transit, and ferry service.
- Improved public transit.
- Incentives for carpools and vanpools.
- 2,000 miles of new walkways and bikeways to connect communities with transit, shopping, and services.

How the plan affects Redmond:
High Capacity Transit connections between Downtown Seattle and Downtown Redmond. These connections are over I-90 to Downtown Bellevue, Overlake and Downtown Redmond; and on or near SR 520 to South Kirkland, Overlake and Downtown Redmond.

Sound Move

Plan Goals:
"The regional transit system will be the tie that binds the region together, connecting the communities of the Central Puget Sound region in a way that supports local land-use plans, joins economic centers and expands local transit services."

Action Items:
- Create a comprehensive, regional high-capacity travel network.
- Create a network of frequent, convenient and dependable services that can be used with a single ticket.

How the plan affects Redmond:
High Capacity Transit connection from Downtown Seattle to Downtown Bellevue, Overlake, and Downtown Redmond via I-90.

WHAT IS HIGH-CAPACITY TRANSIT (HCT)?
High-capacity transit simply refers to a transit system that carries large numbers of people faster and more frequently than a basic, conventional local transit system. To do this, the type of transit used in the system (express buses, rail or both) usually need to run in their own rights-of-way, separated from general traffic (and general traffic jams)."

As defined in Sound Move

King County METRO
Department of Transportation
Metro Transit Division

METRO 6-year TDP (2002-2007)

Plan Goals:
"The Six-Year Plan for Public Transportation 2002-2007 will continue the successful efforts of the 1996 - 2001 plan to move people throughout urban King County with a network of restructured services, and supporting passenger facilities."

Action Items:
- More convenient and frequent services, particularly to and between activity centers outside of downtown Seattle.
- Strengthened linkage between service and facility investments and the actions of others.
- Increased parking capacity and service at a number of park-and-ride locations.
- Improved coordination with regional transit services.
- Continued emphasis on private and public partnerships.
- Ongoing evaluation of services and plan progress.

How the plan affects Redmond:
Service improvements along key freeway and Regional Arterial Network (RAN) corridors.
Re-investment and restructuring of services to integrate with Sound Transit Regional Express.

❸ HIGH CAPACITY TRANSIT IN REDMOND

Destination 2030 and *Sound Move* identify downtown Redmond as an urban center that will receive high capacity transit (HCT) service. The proposed HCT routing and technologies have not been established. An update to *Sound Move* is currently underway to determine the most feasible alternatives.

The HCT connection between downtown Redmond and downtown Seattle was a major topic of discussion at the TMP public workshops. The public stressed the importance of making HCT travel time competitive. They also felt that service would have to be frequent to be useful. *Sound Move* also recognizes these needs and for that reason suggests a system with dedicated rights of way to ensure efficient operations.

Redmond advocates early development of a High Capacity Network (HCT) linking the Eastside centers and activity areas and connecting them with regional centers throughout the Puget Sound Region. Redmond also believes that there should be an immediate and ongoing improvement in Eastside regional bus transit services provided through Sound Transit, both to meet current travel demand and also to build transit patronage in preparation for HCT.

This Transportation Master Plan anticipates that a direct HCT connection into Redmond will be under construction within the 2022 horizon of this Plan and will be in service by the end of that period. The City does not believe that continued regional growth can be accommodated on the Eastside beyond levels anticipated by 2022 without at least the key spine corridors of HCT being in place.

Redmond believes that the long-term development of HCT in the Region will require crossings of Lake Washington in both the SR 520 and I-90 corridors. It is imperative that any major changes or improvements to bridge crossings in either corridor must fully anticipate and provide for HCT development. Redmond will work to support HCT development in both corridors.

Recognizing that HCT may initially connect the Eastside with Seattle through the I-90 corridor, Redmond has anticipated how that spine corridor will have to be located to adequately serve Bellevue and Redmond, as well as other Eastside needs.

The first HCT spine on the Eastside may come across Lake Washington in the I-90 corridor and connect into Downtown Bellevue. However, the extension of that corridor into Downtown Redmond with Overlake will be as important for regional travel as the connection across the lake into Seattle.

One potential corridor for HCT connecting Downtown Bellevue and Downtown Redmond is Bel-Red Road. However, HCT must connect directly into Overlake, including stations in the vicinity of 152nd Avenue NE and at the existing NE 40th Street transit center. From that point on, HCT should use the SR 520 corridor to Downtown Redmond. Further, if the development of HCT is located in part through the Bel-Red Road corridor, this must not detract from the regional functionality of this route. The number of local stops must be limited and travel times must be kept short if HCT is to compete effectively with auto travel.

Destination 2030 identifies the Overlake Technology Center (OTC) as a regional manufacturing center that will be served by HCT in the future. Overlake is a major employment and manufacturing center and is a critical employment and activity center for the City of Redmond. Currently the area has regional express bus service to Downtown Seattle. A new transit center was constructed in the heart of Overlake at NE 40th Street in February 2002 to serve Sound Transit, Metro and Microsoft shuttles.

HCT in Overlake is critical to the long-term vitality of the area. Today the land uses in the area are not adequately served by regional transit service. Local transit connections to regional transit centers are also limited today. As a result Microsoft, the major employer in Overlake, is running a system of shuttles to link regional transit to the front doors of Microsoft campus buildings. HCT is also critical for future development. The Overlake Center is designated as one of Redmond's two top locations for residential growth, and is also a very significant location for continued employment growth.

Employees in the area are using the Sound Transit regional express buses (545) and other regional Metro routes for their commute. Ridership continues to grow during peak hours but midday travel has steadied. The current location of the Overlake Transit Center was identified in *Sound Move* and represents a feasible station location for HCT. The current location, near the SR 520 corridor, would support a variety of alternative HCT technologies. Redmond will continue to develop safer bicycle and pedestrian connection in the area while also planning for land uses that will support HCT.

A direct HCT connection to Overlake would serve a wide range of users. Peak hour commuters, late night employees, internship candidates from UW, nearby residents traveling to sporting events, visitors traveling from Sea-Tac, and Overlake residents are just a small portion of riders who would use a HCT connection to OTC. Employers in the area see a significant need for a direct connection to the University of Washington.

The City is planning for four primary HCT stations in Redmond: one in the vicinity of 152nd Avenue NE to serve

the Overlake Mixed Use Core; one at NE 40th Street, serving Microsoft and other portions of Overlake; one in the Downtown serving its employees, residents, and destinations; and one farther east in SE Redmond to intercept commuters with a major park and ride and multimodal facility. Redmond also anticipates that the most easterly of these stations may also be associated with a nearby maintenance facility.

With these concepts and principles as a guide, Redmond will work with its neighboring cities and other regional partners to advance the development of the Sound Move Long-Range Plan and Sound Transit Phase II and other similar initiatives.

Redmond recognizes its responsibility to take the lead in planning the transportation facilities and associated land development patterns required for all the HCT stations in Redmond. This may include identifying and protecting rights of way for an HCT corridor and space for station locations.

The City has initiated a planning effort for an HCT station and associated transit-oriented development in Downtown Redmond and an intercept station east of Downtown Redmond. This study, to be completed in 2005, will assess the best corridor for HCT in this area and the resulting best location for the HCT stations.

Redmond is also committed to working closely with Sound Transit as it continues to develop its plans for near-term and long-range HCT improvements.

❹ INTERIM STRATEGY FOR REGIONAL CONNECTIONS

The ultimate success of HCT on the Eastside will depend in part on how effectively the transit patronage market has grown in the years between now and 2022. Redmond will continue to work with Metro and Sound Transit to develop interim "time competitive" bus connections between centers. This includes improving bus transit travel times and service frequency at its centers. Transit connections must provide a time competitive alternative to driving during peak travel hours. In corridors where existing services are provided, routing alternatives should be explored to maximize efficiency between centers.

A direct, frequent transit connection between Overlake at NE 40th Street and the University of Washington represents an important near-term and long-term need. Such a connection between the Region's primary institution of higher learning and the Region's principal high tech employment area will provide benefits to the transit agencies, to the City of Redmond and to the people who provide the intellectual capital that has given this area its national stature.

The Overlake Center needs regional express bus service to other urban centers. As regional highways continue to reach capacity during peak hours, time competitive alternatives between Overlake and other urban centers should be provided.

Redmond's transportation system is also affected by continued growth in East King County. Redmond should continue to work with its neighboring jurisdictions to provide transit access into Redmond, with particular emphasis on connections to employment areas. These partnerships will become increasingly important in determining an appropriate eastern terminus for high capacity transit.

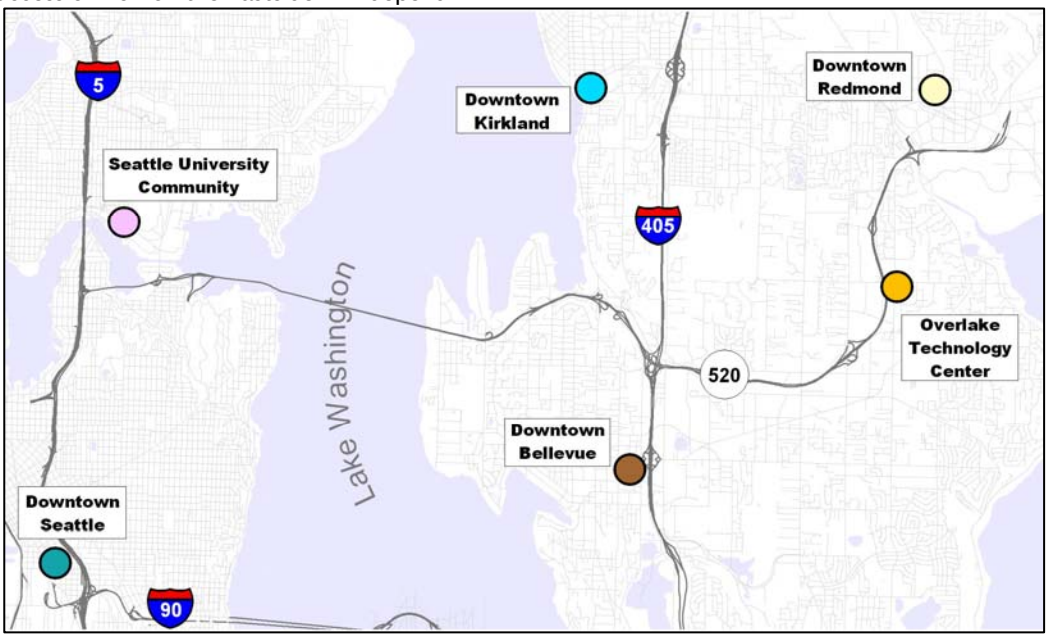

Figure 5C.10 Redmond's regional connections

		Downtown Redmond	Overlake Technology Center (Overlake Transit Center)	Regional Designation
Immediate	**Downtown Seattle** (5th & Jackson)	**55min** Route 265 (½hour) **40min** Route 266 (½ hour) **40min** Route 545 (15 minute & ½ hour)	**45min** Route 225 (1 hour) **45min** Route 229 (1 hour) **50min** Route 256 (½ hour) **30min** Route 545 (15 minute & ½ hour)	**Urban Center**
	Bellevue Transit Center	**35min** Route 220 (½ hour) **45min** Route 230 (½ hour and 1 hour) **40min** Route 249 (1 hour) **42min** Route 253 (½ hour)	**55min** Route 222 (½ hour) **35min** Route 230 (½ hour and 1 hour) **25min** Route 233 (½ hour)	**Urban Center**
	Seattle University Community (UW Campus Parkway & University)	**40min** Route 540 (½ hour)	✷	**Urban Center**
	Downtown Kirkland (Kirkland Transit Center)	**1 hour & 15min** Route 230 (½ hour and 1 hour) **18 min** Route 251 (1 hour) **20 min** Route 254 (40 min) **15min** Route 540 (½ hour)	**1 hour & 5min** Route 230 (½ hour and 1 hour) **20 min** Route 245 (½ hour)	**Town Center**
Future	**Totem Lake**	**1hr & 15min** Route 230 (½ hour and 1 hour)	**1hr & 5min** Route 230 (½ hour and 1 hour)	**Urban Center**

Legend
Travel Time between destinations - no wait time
Metro or ST Route Number (all day one way & two way routes)
(Service Frequency) if two times are listed they distinguish frequency during peak and off peak hours
✷ = not currently a route

Figure 5C.11 Travel times between Urban Centers and regional destinations (all day routes & peak only)

Implementation

The intent of the Transit System Plan is to present current conditions and develop a list of future needs. Redmond will need to plan for a more robust network of local connections that provide seamless transfer to regional routes to urban centers. The local and regional systems will need to provide a time competitive means of travel and offer enhanced bicycle and pedestrian connections. The following strategies and action items shall be implemented.

1. The City of Redmond will work with Metro to develop an action plan for transit service in Redmond.

- **a.** Implement high-frequency transit service that connects important activity centers and neighborhoods.
- **b.** Develop criteria and prioritize the transit corridors, with the aid of the public, that connect Redmond's activity centers.
- **c.** Maximize existing service hours to multimodal corridors.
- **d.** Continue to implement the Transportation Demand Management program to employers and seek additional support from neighborhoods as higher frequency services are implemented.
- **e.** Work with Metro and other partners to identify and support increased funding for additional service hours.
- **f.** Work with Metro and other partners to identify new and innovative ways to get Redmond residents and commuters to Redmond worksites and to and from transit located along multimodal corridors.

2. The City of Redmond will continue to work with Metro and Sound Transit to improve access for all modes of transportation.

- **a.** Use the policies in the bicycle and pedestrian chapters (5A & 5B) to address connections and amenities that complement land uses.
- **b.** Encourage additional transit-oriented development in downtown Redmond and Overlake.

3. The City of Redmond will take a more proactive role planning their urban centers and build ridership to support HCT.

- **a.** Continue to build partnerships with Sound Transit and Metro as they develop the next phases of their HCT implementation plans.
- **b.** Work with Sound Transit to improve the connection between Redmond and University of Washington (ST 540).
- **c.** Develop an action plan with Washington Department of Transportation, Metro, and Sound Transit to relocate the Bear Creek Park and Ride to a location that better serves the end of SR520.
- **d.** Fund capital projects that decrease travel times of regional bus routes entering and departing Redmond.

Proposed Improvements to Regional Connections

Figure 5C.12

This map highlights regional connections between Redmond and other urban centers. The short term improvements were developed as part of this TMP and the long term improvements are part of Metro and Sound Transit long term plans.